

THE LANCASTER NEWS

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LANCASTER, S. C., TUESDAY, FEBRUARY 25, 1919.

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GOVERNOR BEFORE LEGISLATURE TODAY

Will Address Joint Session in Interest of Schools, State Guard and Highways.

HE WILL URGE PASSAGE

Good Roads Legislation Would Be Passed By Senate But House Clogs It and Forestalls Action.

Columbia, S. C., Feb. 24.—Two acts of legislation of high importance to this state, it is thought, will be finally disposed of this, probably the final, week of the general assembly session. They are the bill for a system of improved highways and the general appropriations bill.

The good road measure is attracting the most attention because of the federal highway fund of over \$1,000,000 which will accrue to South Carolina; if a bill for permanent good roads is passed.

So far legislation for permanent highways has been obstructed by the house of representatives, but an effort to revive it will be made in the senate this week. The Belsler bill providing for the compensation of the members of the state highway commission, which has passed the lower body and is on second reading in the senate, will be amended by the substitution of a bill providing for a permanent highway system and the levying of taxes for the building and maintenance of good roads. It is probable that a license of 50 cents a horsepower will be placed on automobiles, a levy assessed against the property abutting on the improved highways, and a smaller levy on all the taxable property of the state will constitute the provisions of the new bill. The matter will be threshed out in conference committee, the report of which both houses will have to adopt should there be any highway legislation this year.

It is understood that Governor Cooper intends to address the general assembly this week, probably Tuesday night, one of his expected pleas being the enactment of some sort of permanent highway legislation. The governor also, it is understood, will urge adequate appropriations for the public schools, an appropriation for the organization and maintenance of a national guard and an adequate appropriation for Confederate veterans.

The house last week rejected the state highway committee bill providing for a system of permanent highways, after it had been amended so that the question would be submitted to automobile owners of the state, both sexes and both races, in a referendum. Another clog to good roads' legislation was the action of the lower body Friday in committing the bill by the committee on roads, ferries and bridges, which carried a levy of three mills against the taxable property of the state, to the ways and means committee, which promised to report it back expeditiously. It was the purpose of the proponents of a highway system to amend this measure with a compromise substitute which might bring the divergent elements of the house together.

A strong fight will be made this week to pass some highway legislation. The senate seems inclined to enact a law for good roads, but there are two opposing elements in the house, which so far have been unable to get together on any sort of a scheme. The members voting against the various bills are not all opposed to a highway system, but they think the matter should be submitted to a referendum of the people.

The senate finance committee has held a number of hearings on the general appropriations bill and should be ready to report it to the upper body during the forepart of the week. It is understood that there will be material increases in the bill as sent from the house. These increases will have to be threshed out in the conference committee. During the past two sessions the senate has increased the appropriations over the house and the conference committees have agreed to practically all the senate amend-

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SCHOOL DISTRICT COMMITTEES.

Following is a list of committees appointed by the Lancaster county cotton association yesterday afternoon to have charge of the pledge campaign in the various school districts of the county:

Barberville—J. W. Pettus, H. Dallas Patterson, H. N. Patterson.

Pleasant Valley—O. W. Potts, S. E. Bales, D. K. Hall.

Belair—D. S. Wilson, J. L. Pettus, John F. Collins.

Osceola—R. F. Wolfe, J. A. Haywood, Jas. Richardson.

Van Wyck—J. M. Yoder, R. H. Massey, J. A. Hyatt.

Ferguson—E. E. Ferguson, J. R. Sistare, R. G. Hudson.

Craigville—J. E. Craig, E. L. Robinson, N. B. Cousar, A. B. Robinson.

Helms—H. E. Beckham, J. H. Steele, Ira W. Jennings.

Jacksonham—W. H. P. McMurphy, James Huey, G. E. McDow, W. C. Williams.

Zion—Samuel R. Williams, A. L. Pardue.

New Bethel—D. F. Sapp, W. H. Sapp, R. J. Flynn.

Tabernacle—C. H. Rowell, A. P. Plyler, J. H. Stewart.

Tradesville—E. B. Funderburk, D. E. Gordon, J. L. Funderburk.

Cane Creek—T. F. Culp, W. J. Hammond, J. Roy Cunningham.

Camp Creek—T. W. Steele, B. H. Plyler, S. B. Roberts.

Dixie—R. L. Usher, Ben H. Clyburn, L. M. Clyburn, J. E. Porter.

Buford—R. W. Parker, R. M. Walters, J. E. Parker.

Union—J. D. Halle, J. L. Johnson, S. E. A. Hinson.

Oak Hill—J. T. Knight, G. L. McNeely, A. A. Knight.

Bell Town—H. J. Beckham, H. B. Perry, C. C. Hunter.

Douglas—W. B. Blackmon, M. J. Green, J. F. Caskey.

Elgin—W. R. Porter, Jno. B. Harper, J. S. Hagins.

Rich Hill—R. A. Blackmon, W. S. Kirk, R. S. Kirk.

Fork Hill and Red Hill—Ben Baker, S. E. Hinson, J. A. Ellis.

White Bluff—O. C. Hegler, J. W. Cunningham, C. W. Hinson.

Taxahaw—W. H. Hinson, W. P. McManus, W. E. Thompson.

Riverside—R. C. Millen, R. C. Crockett, G. C. Cochrane, W. H. Draffin.

Jones Cross Roads—R. E. McIlwain, J. R. Caskey, B. H. Bennett.

Pleasant Hill—Jno. S. Marshall, C. S. Robertson, E. J. Bailey.

Oak Ridge—E. J. Bailey, L. W. Bailey.

Caston—J. J. Sims, W. L. Criminger, W. J. Bowers.

Pleasant Plain—J. W. Welsh, A. R. Faulkenberry, R. F. Long.

Charlesboro—E. C. Mungo, C. B. Mungo, G. F. Taylor.

Tank—W. D. Jones, J. A. Caskey, W. E. Green.

Dry Creek—W. J. Culp, G. W. Cauthen, James A. Cauthen.

Bruce—W. B. Bruce, J. B. Cauthen, O. Banks Williams.

Oakhurst—L. R. Rollings, A. J. Cauthen, J. T. L. Stover.

Hattle Gold Mine—J. A. Welsh, Beckham H. Clyburn, G. A. Roberts.

Midway—W. R. Catoe, W. F. Estridge, C. F. Adams.

Flat Creek—Adam Morgan, R. H. Hinson, A. J. Morgan.

Crenshaw—D. B. Crenshaw, Gilliam Williams, George W. Baker, Jr.

Stoneboro—W. T. Hillard, G. O. Hammond, W. S. Blackmon.

Bethel—S. A. Vincent, E. F. Horton.

Unity—Charlie Parks, M. W. Simpson, J. A. McCain.

Antioch—W. B. Arant, W. R. Hegler, C. L. McManus.

Heath Springs—C. E. Williams, J. A. Bridges, E. C. Croxton, J. A. Williams.

Kershaw—C. R. Blackmon, W. C. Adams, L. A. Baker.

Lancaster—W. S. Stewman, Jno. D. Wylie, A. J. Gregory.

PARALYSIS CAUSES DEATH OF FORMER CANADIAN PREMIER

Ottawa, Feb. 20.—Sir Edward Laurier, former premier of Canada, died of paralysis here Monday afternoon.

Born at St. Lin, Quebec, in 1841, Sir Wilfred was the only French Canadian who was ever premier of Canada, a portfolio he held from 1896 to 1911.

Sir Wilfred's career in politics antedated the federation of the provinces into the dominion of Canada in 1867.

SUGAR CREEK SCENE OF FATAL ACCIDENT

Car Skids Off Bridgehead and A. O. Anderson and Charley McNeally Lose Lives.

OTHERS ESCAPE INJURY

Car Overturned and Rolled Down Embankment Throwing Occupants Into Creek—Bodies Recovered.

Fort Mill, S. C., Feb. 24.—A tragic accident occurred Sunday afternoon at Bailes bridge, which spans Sugar creek about two miles east of Fort Mill, in which Charley McNeally, the 10-year-old son of Mr. and Mrs. C. W. McNeally, and A. O. Anderson, overseer of carding in the Fort Mill Manufacturing company's mill number two, were drowned, the result of their automobile skidding at the head of the bridge and turning completely over into the waters of the creek, which entirely submerged the car.

The car was being driven by Mr. McNeally, who for a number of years has been superintendent of the Fort Mill Manufacturing company, and had recently accepted a position in Selma, Ala. He was on his way to Charlotte to take the train and was accompanied by two young boys, Mr. Anderson and his son.

Owing to the heavy rains, the roads were in very bad condition and in approaching the bridge the car skidded several times until it reached the bridge head, when an effort was made to turn it into the road. The car, however, headed to the right of the bridge and crashed down a steep embankment and into the creek.

It appears almost a miracle that three of the men disengaged themselves from the car and reached the surface of the water. An effort was made by them to locate the bodies of the other two, but nothing could be accomplished and they made their way to Fort Mill, where help was secured.

The bodies of the young boy and Mr. Anderson were recovered about two hours after the accident, but efforts at resuscitation were futile.

REFUSAL IN SENATE TO GO ON WITH WORK

Fourteen Money Bills Await Action, But Upper House Insists on Continuing Argument.

Washington, Feb. 24.—Senate Democratic leaders vainly attempted again to clear up the congestion of appropriation bill in anticipation of final adjournment of congress one week from Tuesday. Despite their urgent plea to set aside controverted legislation blocking the regular money bill, the senate, by a close vote, decided to proceed with the oil leasing bill and postpone consideration of the supply measures. Predictions of an extra session came from both Democrats and Republicans during the discussion.

Urging that the senate proceed with the appropriation bill, Senator Underwood of Alabama, Democratic member of the appropriation committee, told the senate that 14 regular money bills awaited action with only seven working days for their disposal.

WHISKEY ON STEAMER ABOUT TO SAIL FOR VIRGINIA SEIZED

Boston, Feb. 20.—Agents of the department of justice boarded the steamship Kershaw, of the Merchants and Miners Transportation company, here shortly before the ship was due to sail for Norfolk, and seized whiskey valued at \$5,000. The officers declared the liquor was to be taken into Virginia, a prohibition state in violation of the federal law.

NEW YORK WORKERS VOTE TO STRIKE FOR THEIR BEER

New York, Feb. 24.—Strikes on July 1, to make effective the slogan "No beer, no work" have been voted by the New York iron workers, shipbuilders, longshoremen, hatters, stationary firemen, pavers and ramblers' unions, it was announced at a meeting of the Central Federated unions here.

GOOD ROADS BILL UP TO COMMITTEE

If So Disposed Ways and Means Committee Can Prevent Action at This Session.

12 FAVOR AMENDMENT

This Would Provide for Referendum on Three-Mill Levy on All Property to Be Used in Road Construction.

Columbia, S. C., Feb. 24.—Nothing in the general assembly this week will be awaited with keener interest than the report by the ways and means committee on the pending good roads measure.

The bill, providing for a referendum on a three-mill property tax levy, was introduced by the committee on roads, bridges and ferries Wednesday morning, following the eventful Tuesday night when two good roads measures were obliterated.

The bill was introduced through the committee on roads, bridges and ferries in conformity with a rule adopted in the house that all bills the last week or ten days of the session were to come through its proper committee.

After the bill had been on the calendar for two days, the ways and means committee started a movement to have the measure committed, which motion was challenged on the floor of the house as an effort to hedge or stifle good roads legislation and shelve the pending bills. Resort to parliamentary blockading had prevented consideration of the committee measure before Friday morning. Then effort was made by Mr. Miley of Bamberg to amend by providing for a referendum on a two mill property tax. At this point the ways and means committee motion swept the bill into the committee room, which may prevent further good roads legislation this session.

Special significance will be attached to the action of the committee in view of the vote last Tuesday night to submit the question of a tax for permanent road building to all automobile owners of the state. The question was then raised that such a vote would be the opening wedge to admit negroes generally to the primaries. Despite this objection 12 members of the ways and means committee supported the Hamblin amendment to submit the question to the owners of automobiles, irrespective of the color of the voter. The 12 members of the committee voting in the affirmative on the Hamblin amendment, which amendment was adopted by a vote of 61 to 56, were:

Bradford of York, chairman; Anderson of Florence; Boyd of Laurens; E. R. Elberbe of Dillon; Fulmer of Orangeburg; Gresham of Greenville; Hamer of Dillon; Keenan of Aiken; Mishoe of Horry; Orr of Oconee; Walker of Edgefield, and Williams of Orangeburg.

In that the majority of the house voted to submit the question to the car owners of the state, regardless of the color of the voter, the question naturally arises, why should not the people be allowed to pass on the

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COTTON ACREAGE REDUCTION PLEDGE

At the request of the Central Steering Committee of the South Carolina Cotton Association, The News prints the following Acreage Reduction Pledge, which all cotton growers are urged to sign and hand in at meeting next Friday:

REDUCTION PLEDGE.	
STATE OF SOUTH CAROLINA,	No. Acres Planted in 1918
County of	No. Acres Planted in 1919
I hereby promise on my honor and agree to reduce my cotton acreage for the year 1919, as compared with the year 1918, 33 1-3 per cent, or as per schedule shown hereon, and to reduce my commercial fertilizer on cotton for the year 1919, as compared with 1918, 50 per cent.	
Witness	Signed
. 191	Address

SOUTH CAROLINA "ACE" HONORED IN CHARLESTON

Washington Light Infantry Annual Banquet Saturday Night an Interesting Affair.

Charleston, S. C., Feb. 24.—An annual event of great interest was the annual banquet of the Washington Light Infantry Saturday night. The armory was beautifully decorated for the event.

The military scheme was carried out in the decorations. There was a profusion of flags, and around the tables were stretched rifles, while over the tables was an airplane with its propeller running, with the initials "S. C. R. M., Co. A." on both sides. The plane was commanded by Capt. Elliott W. Springs, of Lancaster, South Carolina's "Ace," credited with twenty-four enemy planes during his service in France. The Washington Light Infantry felt that in doing honor to this distinguished South Carolinian, that honor would be done to this historic company. The plane was what the girls would call "a beauty" with its non-skid tires, illuminated planes and electrically-driven propeller. The airplane is the product of the brains and industry of Sergt. A. V. H. Dawson, Sergt. R. M. Wilson, Corporal M. Goldsmith and Privates N. A. Terry and F. S. Trenholm.

The banquet was a military affair, the members of the company and the military guests appearing in uniform. Addresses were made by several of the guests. Among those were Adj. Gen. W. W. Moore, Rear Admiral Frank E. Beatty, Major Gen. Henry C. Sharpe, the commandant of Fort Moultrie; Rear Admiral B. C. Bryan, Col. Julius E. Cogswell, Capt. Julius Chesnee Cogswell, Col. O. J. Bond, Major R. R. Stogsdall and the cadet adjutant and captains at the Citadel, Major John Donald Mayor T. T. Hyde and Col. James Armstrong.

The program included "Star Spangled Banner," the blessing, singing led by J. Oliver Brison, a solo by Mr. Brison and impromptu speeches by friends of the W. L. I.

FIGHTING NEGRO REGIMENT PARADES IN COLUMBIA, S. C.

Columbia, S. C., Feb. 24.—The 371st infantry, composed of negroes, fresh from the battlefields of France, which arrived at Camp Jackson Thursday, paraded through the streets of Columbia Friday. The regiment suffered casualties of 1,003 men and 50 officers in the Champagne offensive. The organization is made up of North Carolina and South Carolina men, with white officers. Eighty-five of the 1,450 members of the regiment wear French decorations and many others the American decoration for gallantry in action. The regiment was attached to a French division commanded by General Bobet, who highly complimented them.

OVERSUBSCRIPTION TO LAST OFFERING OF CERTIFICATES

Washington, Feb. 24.—The last offering of \$600,000,000 certificates of indebtedness was oversubscribed by \$20,578,000, the treasury announced. Oversubscriptions were given by the St. Louis, Minneapolis, Chicago, Cleveland, New York and Philadelphia, Boston, Richmond, Atlanta, Kansas City and Dallas districts failed to reach their quotas.

PRESIDENT WILSON'S LIFE JEOPARDIZED?

Fourteen Spanish I. W. W. Arrested By Secret Service in New York Sunday.

WERE GOING TO BOSTON

And the Police Believe Plot Had Been Put Under Way to Assassinate the President There Today.

New York, Feb. 24.—Fourteen members of the Spanish branch of the I. W. W. were arrested by secret service men and members of the police bomb squad in two raids here late Sunday. While they are charged formally with having seditious literature in their possession, government agents claimed to have evidence they were hatching a terrorist plot.

Frank Francisco and Edward J. Dowd of the secret service, as well as New York detectives who assisted them in the raids, declared they had obtained evidence which would be used in an attempt to prove the prisoners had planned to assassinate President Wilson in Boston, but this assertion was discredited by Capt. Peter Rubin of the secret service, who directed the raids.

Admit Anarchist Charge.

According to police the two Philadelphia men who readily admitted they were anarchists stopped here on their way to Boston and intended to go to that city tonight.

The grave nature of the alleged plot and the imminence of the attempt to carry it into execution, it was declared, made it essential the men be imprisoned at once.

After being questioned at police headquarters, where their finger prints were taken, the prisoners were locked up without bail pending arraignment before a United States commissioner.

Meanwhile mechanical experts have been assigned to assemble a complicated machine found dismantled in one of the rooms raided. The secret service agents said they were at a loss to explain its purpose. Translators were put to work on a mass of papers and pamphlets seized.

One of the houses raided had been under police surveillance for several days as a result of meetings held there, it was said.

Eleven of the prisoners, when booked at the police station, gave New York addresses, two said they lived in Philadelphia and a third said his home was in Elizabeth, N. J. All the men, it was said, are Spanish aliens who have come to the United States during the past three years.

According to the secret service men, a man 25 years of age, who gave the name of Jose Grau, is the chief organizer of the Spanish I. W. W. here, and is the editor of a radical Spanish newspaper published in New York. In the I. W. W. organization, it was said, he is known as Arnoldo Sapatena.

Branch Under Surveillance.

It was explained that the Spanish branch of the I. W. W. in this country had been watched closely for months by the secret service and most of the members are avowed anarchists. So far as could be learned, however, there was no general roundup of the members. It was intimated the raids here were the result of the information indicating a carefully framed terrorist plot about to be carried into effect.

The prisoners were questioned for several hours at police headquarters but for the most part maintained a sullen silence. The police declined to divulge what information, if any, had been obtained from them. While they have not definitely determined the purpose of the machine seized in the raid, members of the department believe it was to be used in the manufacture of bombs.

On the wall of the club of the I. W. W. in a building on Lexington Avenue, one of these raids, was a picture of Dr. Karl Liebknecht, the Spartacan leader recently assassinated. The police recalled that there was a bomb explosion four years ago in a building four blocks from this house in which anarchists of the Ferrer school had their headquarters.